

**SAILING DIRECTIONS CORRECTIONS**

**PUB 145**                      **8 Ed 2000**                      **LAST NM 7/01**  
Page 118—Line 18/R; read:  
Harbour is 46°18.5'N, 60°07.5'W. The pilot boat is equipped  
(PUBS 005/2001)                      10/01

Page 123—Lines 21 to 22/R; read:  
board them at the **Sydney Pilot Station** (46°18.5'N.,  
60°07.5'W.)  
(PUBS 005/2001)                      10/01

**PUB 146**                      **7 Ed 2000**                      **LAST NM 5/01**  
Page 120—Lines 37 to 43/L; read:

**Pilotage.**—Pilotage is not compulsory, however, licensed pilots are available. St. John's Pilots will take these assignments. Arrangements should be made for pilots to board either off St John's at 47°33'42"N, 52°37'54"W, or off Trinity Bay (Clarenville). However, during winter, pilots will only board at St. John's. Arrangements should be made through the Atlantic Pilotage Authority (APA) Central Dispatch Office in Halifax, Nova Scotia. However, pilots may still be ordered through any Canadian Coast Guard radio station with a clear request to "Please forward to Atlantic Pilotage Authority Dispatch, Halifax." For more detailed information on ordering pilots see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.  
(PUBS 005/2001)                      10/01

Page 150—Lines 19 to 25/L; read:

**Pilotage.**—Pilotage is not compulsory. There is no regular pilot for Twillingate, however, the pilot from Botwood/Lewisporte will take the assignment as a non-compulsory assignment. Arrangements should be made with the pilot for a boarding position. During winter, this position is off St. John's in approximate position 47°34'N, 52°38'W. Arrangements should be made through the Canadian Atlantic Pilot Authority (APA) Central Dispatch Office in Halifax, Nova Scotia. However, pilots may still be ordered through any Canadian Coast Guard radio station with a clear request to "Please forward to Atlantic Pilotage Authority Dispatch." For more detailed information on pilotage for Twillingate see Pub. 140, Sailing Directions (Planning Guide), North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.  
(PUBS 005/2001)                      10/01

**PUB 158**                      **7 Ed 2000**                      **LAST NM 5/01**  
Page 80—Line 34/L; insert after:

**Pilotage.**—Pilots board 4 miles S of Ise Wan Sea-berth.  
(BA NM 5/01, Section VI)                      10/01

**PUB 171**                      **6 Ed 1995**                      **LAST NM 16/00**  
Page 22—Lines 34 to 39/L; read:  
calling-in points. The pilot boarding position is 33°55.6'S,  
25°40.9'E.  
(SAN Annual Notice No. 17 of 2001)                      10/01

**PUB 182**                      **4 Ed 1998**                      **LAST NM 9/01**  
Page 28—Line 45/L; read:  
less than 1.8m, and is marked by an iron pole. The entrance to Stavanger is wide and deep, however, markings for shallow areas may be difficult to see. These markings are usually dark iron poles or short thick, stone structures.  
(BA NP 56)                      10/01

**PUB 191**                      **9 Ed 2000**                      **LAST NM 9/01**  
Page 81—Lines 52 to 55/L; read:  
English Channel, 3 miles ESE of the point.

The coast gradually rises from Grandcamp-Maisy to Pointe de la Percee, 5 mile E. Between Grandcamp-Maisy and the Riviere L'Orne, 32 miles E, the coast is 30 to 60m high.

A prominent church stands at Vierville-sur-Mer, 1.3 miles SSE of Pointe de la Percee, and a conspicuous water tower is situated about 1 mile W of it. Another prominent church stands at Colleville-sur-Mer, 4 miles SE of Pointe de la Percee, and a conspicuous television mast is situated about 1 mile SE of it.

Between Pointe de la Percee and Port-en-Bessin, 7 miles ESE, the coast is fronted by a bank with rocky ledges extending up to 1 mile seaward in places.

A dangerous area extends between 1 mile and 3.5 miles ESE of Pointe de la Percee. It extends up to 1 mile offshore and is marked by buoys. Within this area are the remains of the blockships and other obstructions that formed the artificial harbor off Omaha Beach during the WWII Allied invasion landings of 1944.

**5.7 Port-en-Bessin** (49°21'N., 0°45'W.) (World Port Index No. 35900), a small harbor, is used by fishing vessels and pleasure craft. Tides rise about 7.2m at springs and 5.9m at neaps. The harbor consists of an outer and inner Avant-port, and two narrow wet basins. The Avant-port dries 2 to 4m and is protected by a breakwaters. Entry to the wet basins is provided by a passage, 10.5m wide, with a gate. These basins are accessible to small vessels with drafts up to 4.2m at springs and 2.6m at neaps. The harbor may be contacted by VHF. The approach channel is indicated by a lighted range. With strong onshore winds, entry is not advised as a dangerous swell occurs in the outer Avant-port.

A prominent signal station is situated 0.5 mile W of the harbor. A conspicuous water tower stands about 1.8 miles ESE of the harbor. The prominent spires of Bayeux Cathedral, standing inland 5 miles SSE of Port-en-Bessin, may be seen from seaward.

**Arromanches-les-Bains** (49°20'N., 0°37'W.) is situated 5 miles E of Port-en-Bessin. A conspicuous statue of the

**PUB 191 (Continued)**

Virgin Mary stands on the crest of a hill close E of this village.

The caissons and wrecks of Port Winston, a former artificial harbor used for the Allied landings during WWII, front the town and extend up to about 1 mile offshore.

Plateau du Calvados fronts the coast between the valley of Arromanches-les-Bains and Ouistreham, 15 miles ESE. This rocky bank has depths of less than 5m and extends up to about 2 miles offshore in places.

**Pointe de Ver** (49°20'N., 0°27'W.) is located 4 miles E of Arromanches-les-Bains. A main light is shown from conspicuous white tower, 16m high, standing among trees on a hill close S of the point.

**Courseulles-sur-Mer** (49°20'N., 0°28'W.) (World Port Index No. 35890), situated 2.5 miles E of Pointe de Ver, is a small harbor lying at the mouth of the Riviere Seules. It is used by small fishing vessels and pleasure craft. The harbor consists of an Avant-port leading to a wet dock and a tidal basin. The approach channel is indicated by a lighted range and dries 3.5m. Local knowledge is advised. The entrance, with a least width of 27m, lies between a jetty and a breakwater. Training walls, which cover and are marked by beacons, extend seaward from the outer ends of the jetty and the breakwater. The tidal basin is used by yachts and its entrance is spanned by a swing bridge. The wet dock is entered through a passage, 9.6m wide, with a gate. It has depths of 3 to 4m and can handle small vessels with drafts up to 2.5m. Entry is reported to be difficult for small craft with low height of eye because the range marks are screened by large trees.

Les Essarts de Langrune and Roches de Lion, both of which dry, form part of the coastal bank bordering the shore between Courseulles-sur-Mer and Ouistreham, 9 miles ESE.

(Fr SD C2.1) 10/01

Page 81—Lines 1 to 56/R; strike out.  
(NIMA) 10/01

Page 82—Lines 1 to 2/L; strike out.  
(NIMA) 10/01

**COAST PILOT CORRECTIONS**

**COAST PILOT 1**      **31 Ed 1998**      **Change No. 24**  
**LAST NM 1/01**

Page 79—Paragraph 1465; insert after:

**Part 169-SHIP REPORTING SYSTEMS****Subpart A—General****§169.1 What is the purpose of this subpart?**

This subpart prescribes the requirements for mandatory ship reporting systems. Ship reporting systems are used to provide, gather, or exchange information through radio reports. The information is used to provide data for many purposes including, but not limited to: navigation safety, environmental protection, vessel traffic services, search and rescue, weather forecasting and prevention of marine pollution.

**§169.5 What terms are defined?**

(a) *Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a Government or Governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.

(b) *Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatory ship reporting systems. The office or offices will be responsible for the management and coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

**§169.10 What geographic coordinates are used?**

Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts where the referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

**Subpart B—Establishment of Two Mandatory Ship Reporting Systems for the Protection of Northern Right Whales****§169.100 What mandatory ship reporting systems are established by this subpart?**

This subpart prescribes requirements for the establishment and maintenance of two mandatory ship reporting systems for the protection of the endangered northern right whale (also known as the North Atlantic right whale). These two systems are designated for certain areas of the East Coast of the United States. One system is located in the northeast and is identified as WHALESNORTH. The other system is located in the southeast and is identified as WHALESSOUTH.

**Note:** 50 CFR 222.32 contains requirements and procedures concerning northern right whale approach limitations and avoidance procedures.

**§169.102 Who is the shore-based authority?**

The U.S. Coast Guard is the shore-based authority for these mandatory ship reporting systems.

**§169.105 Where is the northeastern reporting system located?**

Geographical boundaries of the northeastern area include the waters of Cape Cod Bay, Massachusetts Bay, and the Great South Channel east and southeast of Massachusetts. The coordinates (NAD 83) of the area are as follows: from a point on Cape Ann, Massachusetts at 42°39'N, 70°37'W; then northeast to 42°45'N, 70°13'W; then southeast to 42°10'N, 68°31'W; then south to 41°00'N, 68°31'W; then west to

**COAST PILOT 1 (Continued)**

41°00'N, 69°17'W; then northwest to 42°05'N, 70°02'W; then west to 42°04'N, 70°10'W; and then along the Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Ann at 42°39'N, 70°37'W.

**§169.110 When is the northeastern reporting system in effect?**

The mandatory ship reporting system in the northeastern United States operates year-round.

**§169.115 Where is the southeastern reporting system located?**

Geographical boundaries of the southeastern area include coastal waters within about 25 nautical miles (45 kilometers) along a 90-nautical mile (170-kilometer) stretch of the Atlantic seaboard in Florida and Georgia. The area coordinates (NAD 83) extends from the shoreline east to longitude 80°51.6'W with the southern and northern boundaries at latitude 30°00'N and 31°27'N., respectively.

**§169.120 When is the southeastern reporting system in effect?**

The mandatory ship reporting system in the southeastern United States operates during the period beginning on 15 November and ends on 16 April of each year.

**§169.125 What classes of ships are required to make reports?**

Each ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting

systems.

**§169.130 When are ships required to make reports?**

Participating ships must report to the shore-based authority upon entering the area covered by a reporting system. Additional reports are not necessary for movements made within a system or for ships exiting a system.

**§169.135 How must the reports be made?**

(a) A ship equipped with INMARSAT C must report in IMO standard format as provided in Table 169.140 in §169.140.

(b) A ship not equipped with INMARSAT C must report to the Coast Guard using other means, listed below in order of precedence—

- (1) Narrow band direct printing (SITOR).
- (2) HF voice communication, or
- (3) MF or VHF voice communications.

(c) SITOR or HF reports made directly to the Coast Guard's Communications Area Master Station Atlantic (CAMSLANT) in Chesapeake, VA, or MF or VHF reports made to Coast Guard activities or groups, should only be made by ships not equipped with INMARSAT C. Ships in this category must provide all the required information to the Coast Guard watchstander.

**§169.140 What information must be included in the report?**

Each ship report made to the shore-based authority must follow the standard reporting and format requirements listed in table 169.140.

**Table 169.140 Requirements for ship reports**

Telegraphy	Function	Information required
Name of system	System identifier	Ship reporting system WHALESNORTH or WHALES SOUTH.
M	INMARSAT number	Vessel INMARSAT number.
A	Ship	The name, call sign or ship station identity, IMO number, and flag of the vessel.
B	Date and time of event	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).
E	True course	A 3-digit group.
F	Speed in knots and tenths of knots	A 3-digit group.
H	Date, time and point of entry into system	Entry time expressed as in (B) and entry position expressed as- (1) a 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or (2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
I	Destination and expected time of arrival	Name of port and date group expressed as in (B).
L	Route information	Intended track.

(CL 949/99; CL 950/99; FR 06/01/99; CL 1769/00)

10/01

**COAST PILOT 1 (Continued)**

Page 89—Paragraph 53, line 1; read:

**Mandatory Ship Reporting Systems (WHALESNORTH and WHALESSOUTH)**, have been established within the area of this Coast Pilot. These Mandatory Ship Reporting (MSR) systems require all vessels, 300 gross tons or greater, to report to the U.S. Coast Guard prior to entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, chapter 2, for limits and regulations.) Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

The two reporting systems will operate independently of each other. The system in the northeastern United States will operate year round and the system in the southeastern United States will operate each year from November 15 through April 15. Reporting ships are only required to make reports when entering a reporting area during a single voyage (that is, a voyage in which a ship is in the area). Ships are not required to report when leaving a port in the reporting area nor when exiting the system.

Vessels shall make reports in accordance with the format in IMO Resolution A.858 (20) in accordance with the International Convention for the Safety of Life at Sea 1974 (SOLAS 74). (See **33 CFR 169.135 and 169.140**, chapter 2, for additional information.) Vessels should report via INMARSAT C or via alternate satellite communications to one of the following addresses:

Email: RightWhale.MSR@noaa.gov or Telex: 236737831

Vessels not equipped with INMARSAT C or Telex should submit reports to the U.S. Coast Guard's Communication Area Master Station Atlantic (CAMSLANT) via narrow band direct printing (SITOR) or HF voice. Vessels equipped only with VHF-FM voice communications should submit reports to the nearest U.S. Coast Guard activity or group.

Example Reports:

**WHALESNORTH** - To: RightWhale.MSR@noaa.gov

WHALESNORTH//  
M/487654321//  
A/CALYPSO/NRUS//  
B/031401Z APR//  
E/345//  
F/15.5//  
H/031410Z APR/4104N/06918W//  
I/BOSTON/032345Z APR//  
L/WP/4104N/06918W/15.5//  
L/WP/4210N/06952W/15.5//  
L/WP/4230N/07006W/15.5//

**WHALESSOUTH** - To: RightWhale.MSR@noaa.gov

WHALESSOUTH//  
M/412345678//  
A/BEAGLE/NVES//  
B/270810Z MAR//  
E/250//  
F/17.0//  
H/270810Z MAR/3030N/08052W//  
I/MAYPORT/271215Z MAR//  
L/RL/17.0//

**Chart 13009.—Browns Bank** (42°38'N., 65°52'W.) as ...  
(CL 949/99; CL 950/99; FR 06/01/99; CL 1769/00) 10/01

Page 216—Paragraph 277, lines 2 to 3; read:

a fixed span with a clearance of 6.8 feet, crosses the creek and joins Kittery Point with Kittery. About 0.2 mile above this bridge, the ...

(CL1418/00; CL 1322/98)

10/01

**COAST PILOT 3**      **34 Ed 1999**      **Change No. 1**  
**LAST NM 19/00**

Page 95—Table 169.140; read:

**Table 169.140 Requirements for ship reports**

Telegraphy	Function	Information required
Name of system	System identifier	Ship reporting system WHALESNORTH or WHALES SOUTH.
M	INMARSAT number	Vessel INMARSAT number.
A	Ship	The name, call sign or ship station identity, IMO number, and flag of the vessel.
B	Date and time of event	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).
E	True course	A 3-digit group.
F	Speed in knots and tenths of knots	A 3-digit group.
H	Date, time and point of entry into system	Entry time expressed as in (B) and entry position expressed as- (1) a 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or (2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
I	Destination and expected time of arrival	Name of port and date group expressed as in (B).

**COAST PILOT 3 (Continued)**

L	Route information	Intended track.
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(CL 949/99; CL 950/99; FR 06/01/99; CL 1769/00)

10/01

Page 111—Paragraph 35, line 3; read:  
their efforts to avoid right whales.

**Mandatory Ship Reporting Systems (WHALES-NORTH and WHALESSOUTH)**, Mandatory Ship Reporting (MSR) systems require all vessels, 300 gross tons or greater, to report to the U.S. Coast Guard prior to entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, chapter 2, for limits and regulations.) Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

The two reporting systems will operate independently of each other. The system in the northeastern United States will operate year round and the system in the southeastern United States will operate each year from November 15 through April 15. Reporting ships are only required to make reports when entering a reporting area during a single voyage (that is, a voyage in which a ship is in the area). Ships are not required to report when leaving a port in the reporting area nor when exiting the system.

Vessels shall make reports in accordance with the format in IMO Resolution A.858 (20) in accordance with the International Convention for the Safety of Life at Sea 1974 (SOLAS 74). (See **33 CFR 169.135 and 169.140**, chapter 2, for additional information.) Vessels should report via INMARSAT C or via alternate satellite communications to one of the following addresses:

Email: RightWhale.MSR@noaa.gov or Telex: 236737831

Vessels not equipped with INMARSAT C or Telex should submit reports to the U.S. Coast Guard's Communication Area Master Station Atlantic (CAMSLANT) via narrow band direct printing (SITOR) or HF voice. Vessels equipped only with VHF-FM voice communications should submit reports to the nearest U.S. Coast Guard activity or group.

**Example Reports:**

**WHALESNORTH** - To: RightWhale.MSR@noaa.gov

WHALESNORTH//  
M/487654321//  
A/CALYPSO/NRUS//  
B/031401Z APR//  
E/345//  
F/15.5//  
H/031410Z APR/4104N/06918W//  
I/BOSTON/032345Z APR//  
L/WP/4104N/06918W/15.5//  
L/WP/4210N/06952W/15.5//  
L/WP/4230N/07006W/15.5//

**WHALESSOUTH** - To: RightWhale.MSR@noaa.gov

WHALESSOUTH//  
M/412345678//  
A/BEAGLE/NVES//  
B/270810Z MAR//  
E/250//  
F/17.0//  
H/270810Z MAR/3030N/08052W//

I/MAYPORT/271215Z MAR//

L/RL/17.0//

(CL 949/99; CL 950/99; FR 06/01/99; CL 1769/00) 10/01

Page 149—Paragraph 153, lines 1 to 3; read:

In May 2000, the controlling depths were 4 feet off the entrance to the jetties, thence 6.2 feet through the jetties, thence 3½ feet to the Mispillion River Buoy 2; thence in 1988, the centerline ...

(BPs 171701-04; LL/00)

10/01

Page 175—Paragraph 33, lines 5 to 7; read:

Light.

(CL 7/01)

10/01

**COAST PILOT 5****28 Ed 2000****Change No. 12  
LAST NM 7/01**

Page 148—Paragraph 3729; read:

(2) King mackerel in the Gulf, South Atlantic, or Mid-Atlantic—24 inches (61.0 cm), fork length, except that a vessel fishing under a quota for king mackerel specified in §622.42(c)(1) may possess undersized king mackerel in quantities not exceeding 5 percent, by weight, of the king mackerel on board.

(50 CFR 622.37)

10/01

Page 153—Paragraph 3872; read:

(ii) *Spanish mackerel*. (A) The minimum allowable mesh size for a gillnet used to fish for Spanish mackerel in the Gulf, Mid-Atlantic, or South Atlantic EEZ is 3.5 inches (8.9 cm), stretched mesh.

(1) A vessel in the Gulf EEZ, or having fished on a trip in the Gulf EEZ, with a gillnet on board that has a mesh size less than 3.5 inches (8.9 cm), stretched mesh, may not possess on that trip any Spanish mackerel.

(2) A vessel in the South Atlantic or Mid-Atlantic EEZ, or having fished on a trip in such EEZ, with a gillnet on board that has a mesh size less than 3.5 inches (8.9 cm), stretched mesh, may possess or land on the day of that trip no more than 500 lb (227 kg) of incidentally caught Spanish mackerel.

(50 CFR 622.41)

10/01

Page 155—Paragraph 3924, line 2; read:

migratory group of king mackerel is 3.12 million lb (1.42 million ...

(50 CFR 622.42)

10/01

Page 155—Paragraph 3926, lines 2 to 3; read:

migratory group of Spanish mackerel is 3.63 million lb (1.65 million kg).

(50 CFR 622.42)

10/01

Page 157—Paragraph 3972, lines 2 to 3; read:

the eastern and western zones as follows. (See

**COAST PILOT 5 (Continued)**

§622.42(c)(1)(i) for specification of the eastern and western zones and §622.42(c)(1)(i)(A)(3) for specifications ...  
(50 CFR 622.44) 10/01

Page 157—Paragraph 3982, line 6; read:  
reached.

(iv) Western zone. In the western zone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit for king mackerel has been issued, as required under §622.4(a)(2)(ii), from July 1, each fishing year, until a closure of the western zone's fishery has been effected under §622.43(a)—in amounts not exceeding 3,000 lb (1,361 kg) per day.  
(50 CFR 622.44) 10/01

Page 157—Paragraph 3992, line 2; read:  
the adjusted quota is 3.38 million lb (1.53 million kg). The adjusted ...  
(50 CFR 622.44) 10/01

Page 255—Paragraph 264, lines 3 to 4; read:  
highway bridge, leads S from the channel to a turning basin. In August 2000, the controlling depth was 2½ feet (6.7 feet at midchannel.)  
(CL 1432/00) 10/01

Page 327—Paragraph 258, lines 3 to 4; read:  
for about 2 miles to another turning basin. In July 2000, the controlling depth was 38 feet in the channel and 40 feet in the basin.  
(CL 1779/00; CO 030/00) 10/01

Page 420—Paragraph 259, lines 2 to 5; read:  
Islands (indexed as such) early this chapter. Vessels entering Krause Lagoon Channel are boarded about 2.5 miles SSE of Krause Lagoon Channel Entrance Lighted Buoy 1. Vessels entering Limetree Bay are boarded about 3 miles SE of Limetree Bay Channel Entrance Lighted Buoy 2. The area within a 4-mile radius of Limetree Bay Channel Entrance Lighted Buoy 2 is constantly congested with mostly very large heavy laden tank vessels entering and leaving Limetree Bay Channel. Maneuverabilities for these vessels are restricted. All vessels are advised to avoid loaded tank vessels and use extreme caution in and near this 4-mile area. The area from 5 to 10 miles S of Krause Lagoon Channel Entrance Lighted Buoy 1 is sometimes congested with vessels waiting to meet a pilot at the designated boarding areas; vessels ...  
(CL 1315/00) 10/01

**COAST PILOT 7                      32 Ed 2000                      Change No. 6**  
**LAST NM 1/01**

Page 191—Paragraph 281, lines 5 to 7; read:  
with a controlling depth of about 14 feet between the outer and inner breakwaters to Fish Harbor, which has controlling depths of about 16 to 18 feet. The seawall is lined with canneries and ...  
(BP 171603) 10/01

Page 191—Paragraph 281, line 10; read:  
anchorage has depths of 17 to 20 feet E and depths of 11 to 14 feet.  
(BP 171603) 10/01

Page 194—Paragraph 333, line 1; read:  
Berths 118-119: 821 feet long; 33 to 37 feet alongside; ...  
(BP 171595) 10/01

Page 194—Paragraph 337, line 1; read:  
Berths 136-139 and 142: 2,051 feet long; 38 feet alongside; ...  
(BP 171591) 10/01

Page 194—Paragraph 342, line 1; read:  
Berths 153-155: 1,766 feet of berthing space; 23 to 35 feet ...  
(BP 171595) 10/01

Page 195—Paragraph 358, line 2; read:  
26 to 35 feet alongside; deck height, 12 feet; loading tower on wharf ...  
(BP 171596) 10/01

Page 195—Paragraph 359, line 2; read:  
31 to 40 feet alongside (215-221), 26 to 33 feet alongside (222-225); ten ...  
(BP 171596) 10/01

Page 196—Paragraph 387, line 1; read:  
Berths D32-D34; 1,100 feet of berthing space, 32 to 38 ...  
(BP 171598) 10/01

Page 257—Paragraph 506, lines 2 to 5; read:  
to the entrance to the Petaluma River. In August 2000, the controlling depths were 3.2 feet (6.4 feet at midchannel) to the mouth of the river; thence in 1996, 5½ feet at midchannel to a fixed ...  
(BPs 172258-62) 10/01

Page 260—Paragraph 541, line 2; read:  
(38°02'41"N., 122°07'42"W.): 1,100 feet of berthing space; 40.4 ...  
(BP 171238) 10/01

Page 275—Paragraph 84, lines 12 to 13; read:  
entrance. In January 2000, the controlling depth was 4.8 feet (6.3 feet at midchannel) to the highway bridge; thence in May 1999-January 2000, the controlling depth was 3½ feet at midchannel ...  
(BPs 171052-054) 10/01

Page 285—Paragraph 6, lines 15 to 21; read:  
the outer end of the W jetty. In 1999-August 2000, the controlling depths were 9 feet (12 feet at midchannel) in the entrance channel, thence 7 to 14 feet in the barge turning

**COAST PILOT 7 (Continued)**

basin, thence 7 to 12 feet to the head of the upper small-craft basin, except for lesser depths along the N and W edges, thence 6 feet (11 feet at midchannel) in the entrance to the lower small-craft basin to the beginning of the floating slips, thence 5 to 9 feet in the barge slip.

(BP 172041) 10/01

Page 287—Paragraph 56, lines 2 to 5; read:

in 5 to 10 fathoms, sand bottom, however, it is reported that many anchors have been lost near the rocky  $1\frac{3}{4}$ -fathom shoal 0.2 mile E of the S end of the breakwater. The cove is marked by a lighted bell buoy and a light, 0.5 mile S and 0.8 mile ENE of ...

(BP 171967) 10/01

Page 298—Paragraph 260, lines 1 to 5; read:

In 1998-August 2000, the controlling depth was 14 feet to the turning basin at Garibaldi, thence 12 feet in the channel through the turning basin to the entrance channel to the small-boat basin, thence 10 feet in the channel to the small-boat basin; thence in 1996-March 2000, 6 to 9 feet in the basin. Mariners ...

(BP 172233; BP 170757) 10/01

Page 378—Paragraph 141, line 10; read:

Mile 3.3, the 16<sup>th</sup> Avenue S bascule bridge with a clearance of 21 ...

(NOS 18450) 10/01

Page 433—Paragraph 492, lines 6 to 8; read:

1,500 feet. Channel ...

(NOS 19353) 10/01

Page 442—Paragraph 680, lines 3 to 4; read:

light on the E. In March 1999, the midchannel controlling depth in the entrance channel was 9 feet. In 1979, depths of 6 to 11 feet were ...

(BP 168305) 10/01

Page 445—Paragraph 751, lines 3 to 4; read:

channel is marked by a lighted range, lights and buoys. In April 1999, the controlling depth was 26 feet (40 feet at ...

(BP 168366) 10/01

Page 446—Paragraph 769, lines 6 to 9; read:

ramp is on the N side of the harbor. In April 1999, the controlling depth was 9 feet to and in the basin, thence 8 feet in the remainder of the channel.

(NOS 19383) 10/01